

terminated. Upon such showing, the Administrator may terminate or amend the authorization if the Administrator finds that such action is necessary to protect the environment, or he may reinstate the authorization without amendment if he finds that termination or amendment is not necessary to protect the environment.

(b) Findings and actions by the Administrator under this section do not affect any certificate issued under title VI of the Federal Aviation Act of 1958.

[Doc. No. 18334, 54 FR 34327, Aug. 18, 1989]

APPENDIX C TO PART 91—OPERATIONS IN THE NORTH ATLANTIC (NAT) MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS) AIRSPACE

Section 1

NAT MNPS airspace is that volume of airspace between FL 285 and FL 420 extending between latitude 27 degrees north and the North Pole, bounded in the east by the eastern boundaries of control areas Santa Maria Oceanic, Shanwick Oceanic, and Reykjavik Oceanic and in the west by the western boundary of Reykjavik Oceanic Control Area, the western boundary of Gander Oceanic Control Area, and the western boundary of New York Oceanic Control Area, excluding the areas west of 60 degrees west and south of 38 degrees 30 minutes north.

Section 2

The navigation performance capability required for aircraft to be operated in the airspace defined in section 1 of this appendix is as follows:

(a) The standard deviation of lateral track errors shall be less than 6.3 NM (11.7 Km). Standard deviation is a statistical measure of data about a mean value. The mean is zero nautical miles. The overall form of data is such that the plus and minus 1 standard deviation about the mean encompasses approximately 68 percent of the data and plus or minus 2 deviations encompasses approximately 95 percent.

(b) The proportion of the total flight time spent by aircraft 30 NM (55.6 Km) or more off the cleared track shall be less than 5.3×10^{-4} (less than 1 hour in 1,887 flight hours).

(c) The proportion of the total flight time spent by aircraft between 50 NM and 70 NM (92.6 Km and 129.6 Km) off the cleared track shall be less than 13×10^{-5} (less than 1 hour in 7,693 flight hours.)

Section 3

Air traffic control (ATC) may authorize an aircraft operator to deviate from the requirements of §91.705 for a specific flight if, at the time of flight plan filing for that flight, ATC determines that the aircraft may

be provided appropriate separation and that the flight will not interfere with, or impose a burden upon, the operations of other aircraft which meet the requirements of §91.705.

[Doc. No. 18334, 54 FR 34327, Aug. 18, 1989, as amended by Amdt. 91-254, 62 FR 17487, Apr. 9, 1997]

APPENDIX D TO PART 91—AIRPORTS/LOCATIONS: SPECIAL OPERATING RESTRICTIONS

Section 1. Locations at which the requirements of §91.215(b)(2) and §91.225(d)(2) apply. The requirements of §§91.215(b)(2) and 91.225(d)(2) apply below 10,000 feet MSL within a 30-nautical-mile radius of each location in the following list.

Atlanta, GA (The William B. Hartsfield Atlanta International Airport)
 Baltimore, MD (Baltimore Washington International Airport)
 Boston, MA (General Edward Lawrence Logan International Airport)
 Chantilly, VA (Washington Dulles International Airport)
 Charlotte, NC (Charlotte/Douglas International Airport)
 Chicago, IL Chicago-O'Hare International Airport)
 Cleveland, OH (Cleveland-Hopkins International Airport)
 Covington, KY (Cincinnati Northern Kentucky International Airport)
 Dallas, TX (Dallas/Fort Worth Regional Airport)
 Denver, CO (Denver International Airport)
 Detroit, MI (Metropolitan Wayne County Airport)
 Honolulu, HI (Honolulu International Airport)
 Houston, TX (George Bush Intercontinental Airport/Houston)
 Kansas City, KS (Mid-Continent International Airport)
 Las Vegas, NV (McCarran International Airport)
 Los Angeles, CA (Los Angeles International Airport)
 Memphis, TN (Memphis International Airport)
 Miami, FL (Miami International Airport)
 Minneapolis, MN (Minneapolis-St. Paul International Airport)
 Newark, NJ (Newark International Airport)
 New Orleans, LA (New Orleans International Airport-Moisant Field)
 New York, NY (John F. Kennedy International Airport)
 New York, NY (LaGuardia Airport)
 Orlando, FL (Orlando International Airport)
 Philadelphia, PA (Philadelphia International Airport)
 Phoenix, AZ (Phoenix Sky Harbor International Airport)